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ECONOMIC GEOGRAPHY

Die Kabel des Weltverkehrs, hauptsächlich in volkswirtschaftlicher Hinsicht. Dargestellt von Dr. Max Roscher. x and 240 pp. Map. Putkammer & Mühlbrecht, Berlin, 1911. Mk. 6.60. 9½ x 6½.

A useful volume; if it had an index it would be a veritable dictionary of cable-knowledge. The first cable, in 1851, was of course Dover to Calais. Transatlantic cables cost $1,000 a mile, telephone cables twice as much and are limited to 250 miles; land lines half as much and wireless less than half as much. The great cables earn $96 to $128, cost for repair $38, and to operate $27 a mile. Deep sea cables last 40 years, shallow ones 25. The English line, Cape Verde to Pernambuco, worked for nine years once without interruption. The longest clear stretch is Vancouver-Fanning Island, 4,000 miles. Each mile of this cable contains 600 pounds of copper and 400 of guttapercha, costing $8 for guttapercha to every dollar expended for copper. Guttapercha is the only good insulator hard enough to stand the deep sea pressure.

England is the great cable power. She had in 1908 over 158,000 miles of cables, the United States 58,000, France 27,000 and Germany 18,000. But Germany laid 80 per cent. of her cables in the last decade, we 45 per cent. of ours, France 39 and England only 17 per cent. of their respective lines, though England's 17 per cent. was 28,000 miles, more than any other country laid. The Germans now have cables to North America, to Liberia and thence to Brazil and a line in the East Indies from Celebes to Yap in the Caroline group, where it connects with our Pacific cable and goes on to China and Japan. Other American lines give the Germans connection with the west coast of South America, but to their own colonies in South Africa, to Australia and India they have only British connections. The drawback appears to be really what happened during the Boer war. In war time only open messages can be sent, through a British censor. Monopoly makes the price high on the West Coast of Africa, but it is commercial not national monopoly. Cape Town is equally British, but, being reached by several lines, a word from Germany costs there but 65 cents against $1.40 to the West Coast. From Germany to Chile it is but $1.07. The new British Pacific cable, too, lowered the rate to New Zealand from $2.75 to 78 cents—surely a low rate.

A strong argument is made for the influence of cables on commerce. British commerce in the region reached only by British cables is four times as great as German business, though in general the relation of British commerce to German is only 5 to 4. The lands involved are largely British. Roscher sees British opposition to the expansion of German cables everywhere. The most serious form of this is the difficulty of getting "landing right" for a new cable. The early companies (all British) got concessions from countries eager to have cables that gave them exclusive right to land a cable in their territory. Such a concession, or such a claim, is keeping the Germans from landing a cable in the Argentine Republic, whither they would like to extend their line from Pernambuco.

If Roscher's map is correct, the British are similarly excluded from most of the North Sea and all of the Baltic, where only the Danish Great Northern operates.

The author sees no commercial competition in wireless, at present, owing to its uncertainty. He discusses the most various relations of cables to culture, commerce and war, and the history of cable laying is set forth very interestingly. The book is clearly written and has an admirable map of cables in 1908.

MARK JEFFERSON.

Railroad Traffic and Rates. By Emory R. Johnson and Grover G. Huebner. Vol. I, Freight Service, xv and 523 pp. Map. Vol. II, Passenger, Express, and Mail Services. ix and 448 pp. Map, ills., index. D. Appleton & Co., New York, 1911. $5. 9 x 6.

The preface states that the work has grown up in connection with advanced instruction in transportation given in the University of Pennsylvania. It is designed, however, mainly for students of railway problems who are actively engaged in the service. Many practical experts have read and criticized the various chapters. The work, therefore, takes on an authoritative character, both from the authors and their critics.

With the exception of two of the three introductory chapters, Volume 1 is occupied with matters pertaining to freight traffic. These two chapters deal with the characteristics, volume and earnings of American railway traffic in general. Some interesting factors of a geographic nature at once appear. A ton of freight is hauled on the average in the United States, 254 miles, or more than three times as long a haul as in Great Britain, France, or Germany. The ton mileage is six times as great as in Great Britain, nine times as great as in Germany, and twenty times that of France.

Again, it is the vast size of our territory which has prescribed large units of traffic, as the profitable method here, in contrast with the small units of comparatively local traffic in European countries. Topography has its influence here, but, curiously, one large result is in equipment and construction, for the majority of the trunk lines follow the parallels of latitude, even though they must thus cross the mountain systems of the East and West. The efficiency of our transportation appears in the fact that industry shows a high degree of territorial specialization, in spite of the necessity of carrying heavy raw materials over longer distances than prevail in most countries. The chapter on the sources of American railway traffic is a compact summary of the distribution of our chief resources and products.

It is a rather surprising fact that manufactured commodities and even lumber and forest products slightly exceed in tonnage the products of agriculture. The mineral tonnage is more than half the total, coal being the largest single item. More than half of the total tonnage originates east of Illinois and Lake Michigan, and north of the Ohio and Potomac Rivers.

Another interesting geographic change is seen in the decline of cotton shipments from the south Atlantic ports. This is due to two causes, viz., the westward movement of cotton production, and the increase of local manufacture in the Southern Appalachians. A valuable table on page 44 compares the types of freight on several great railway systems. The Chesapeake and Ohio and the Pennsylvania railroads have the highest percentages of mineral traffic, 73 and 66 respectively. On the other hand, about one-fifth or sixth of the percentage of agricultural products is shown by these roads, as compared with the Rock Island, Santa Fé, Central of Georgia, or St. Paul.

The organization, management, classification and rates of the freight service occupy the remaining twenty-two chapters of the first volume. The expositions are practical, and technical, and are accompanied by many statistical tables, blank forms in use on various roads, and full lists of references.

Volume 2 deals with the passenger service (eight chapters), passenger classification and fares (three chapters), the express service (ten chapters), and provisions of the rate act of 1910 (one chapter). Appendix I reproduces this act, a document of more than thirty pages, and Appendix II gives the decision in the Reno Rate Case.

The index is at the close of the second volume. The attitude of the authors is expositional and neutral, for the work neither attacks nor defends the railroads. A. P. BRIGHAM.

Railways in the United States. Their History, Their Relation to the State, and an Analysis of the Legislation in Regard to Their Control. By Simon Sterne (1839–1901). With supplementary Notes continuing the Record to 1911. xiii and 209 pp. Index. G. P. Putnam's Sons, New York, 1912. 8 x 5½.

Mr. Simon Sterne was long a member of the New York bar and during the later decades of the nineteenth century was a high authority on the legal and governmental aspects of railway management. This volume is a republication of papers and addresses prepared by him at various times. They represent, in substance, material prepared by Mr. Sterne for the use of railway commissions. While showing the conditions of an earlier period, the work is still available for the education of legislators and voters, in the important railway problems of the present day.

The first chapter deals with the history of railways and with their economic